
Attachments: image_1.jpg; image_2.jpg; image_3.jpg; image_4.jpg

From: Mary Fleming </O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=F1E8EAF43ABF4610904270A8AF1B14ED-MARY FLEMIN>
Sent: Monday, March 28, 2016 12:01:28 PM
To: Richard Stavis <rstavis@stavis.com>
Subject: FW: Here are some of our findings from yesterday with the EPA, OSHA, Boston Fire, Boston Hazmat and

From: Art Antczak
Sent: Friday, March 25, 2016 11:39 AM
To: Mary Fleming ; Greg Burgess ; Brett Heidtke
Cc: James McPartlin
Subject: RE: Here are some of our findings from yesterday with the EPA, OSHA, Boston Fire, Boston Hazmat and ARC. That is correct. I have not heard anything different. I just thought I would get something out as quickly as possible to review.
Art Antczak
Operations Manager



212 Northern Ave.
Suite 305, "Fish Pier West"
Boston, MA 02210
aantczak@stavis.com
☎ 617-897-1205
☎ 617-532-1805
☎ 617-592-5135

From: Mary Fleming
Sent: Friday, March 25, 2016 11:38 AM
To: Art Antczak <aantczak@stavis.com>; Greg Burgess <gburgess@stavis.com>; Brett Heidtke <bheidtke@stavis.com>
Cc: James McPartlin <JMcPartlin@stavis.com>

Subject: RE: Here are some of our findings from yesterday with the EPA, OSHA, Boston Fire, Boston Hazmat and ARC.

Hi Art,

Thanks for the email. My understanding after the "debrief" meeting yesterday was that we would be receiving a detailed email (like the one you provided us with) today from Leonard Wallace from the EPA, listing all of the actions that we need to take. He was going to send it to all of the meeting attendees, so we would have all of the email contact information. You haven't heard anything different, have you?

Thanks,

Mary

From: Art Antczak
Sent: Friday, March 25, 2016 11:22 AM
To: Greg Burgess <gburgess@stavis.com>; Brett Heidtke <bheidtke@stavis.com>; Mary Fleming <m Fleming@stavis.com>
Cc: James McPartlin <JMcPartlin@stavis.com>
Subject: Here are some of our findings from yesterday with the EPA, OSHA, Boston Fire, Boston Hazmat and ARC.

Some issues that needed to be addressed immediately.

Oil spill needed to be cleaned up in engine room and outside - Clean Harbors was called in last night and it is complete.

They will be back today to get the waste and remove other chemicals and light bulbs that need to be destroyed.

Sprinkler and Fire Alarm Inspection report – I was able to obtain the report from Instant Alarm and Sprinkler. I gave a copy to the fire chief and everything is up to date until the end of 2016.

Pasteurized Crabmeat Stored at Channel St – was removed with approval from the dept. Of Public Health yesterday. We will be taking the product out of there master cases today and storing in cardboard vats until we get new master cases.

Tare 2 – needs to be filed today. Gary Hardin is working on it.

Call National Resource Center – in regards to Ammonia leak and oil spill. - done

Action items that need to be addressed – not listed in any particular form of priority because it all needs to be done.

Primary Access Door To Engine Room – Needs to be replaced with a “tight fitting” door.

Red Emergency Light outside of the engine room – There is no audio alarm linked to it and there needs to be. The audio needs to be different from a fire alarm so everyone will know the difference between a fire and an Ammonia leak.

Emergency Stop Box for Ammonia System outside of the engine room - Currently it has a lock on it. It cannot have a lock as anyone should be able to open and access the panel. It should be replaced with a box that has a breakable glass front.

Storage Under Stairs And In Hallways – in both facilities this practice must be stopped. Roumould will be working this today and moving everything to a different area.

General Cleaning in the Engine Room – lots of chemicals, gasoline, propane etc. needs to be removed by clean harbors

Yellow Chemical Cabinet in Chemical Cage – needs to be “grounded”.

Debris Blocking Sliding Door To Chemical Cage – needs to be removed.

Complete Chemical list – including Glycol (amounts), Batteries for forklifts and trucks

Oxy - Acetylene Torch – needs to be capped or destroyed if we are not using it anymore.

Refrigeration System – who will be monitoring from here on out? Are we going to sign a contract with ARC and have them do it?

Ammonia System Pipes and Tanks – All need to be painted orange. They are now yellow.

Insulation on Ammonia System Tanks (Control Pressure Receiver etc)- all needs to be stripped off and tanks needs to be tested.

All Ammonia System Pipes – need to be labeled as such and have arrows reflecting flow direction. This goes for all pipes in and around the facility.

Ammonia Detectors – we need 5 more installed in engine room, freezer, cooler A and cooler B.

Exposed Electrical Wires on Compressor#1 – need to be fixed – THIS NEED TO BE DONE ASAP. There were a lot of wiring issues in the engine room that need to be addressed.

Barn Doors upstairs in Engine Room – need to be replaced with “tight fitting doors”. Safety gates need to be installed in both doorways along toe kick plates.

King Valve on “Control Pressure Receiver” – needs to be repaired and clearly labeled for all to see in case emergency shutoff is necessary from upstairs.

Signage on Primary Access Door to Engine Room – needs to be updated, NFPA Diamond must be larger, must read “authorized personnel only”, Must say “AMMONIA”

P&ID – must be mounted on a wall to be clearly seen. It is now on the back of one of the barn doors. It can be hung either upstairs or downstairs in the engine room.

All System Tanks Must Be Clearly Labeled.

Roof Access from Engine Room – a safe means of accessing the roof must be established. The ladder in place now CAN NOT BE USED by Stavis employees or contractors.

Systems Ammonia Calculations – must be submitted to the EPA ASAP. ARC and Ruth Levy should have this paperwork.

Pressure Relief Valve Records – we must submit proof that they all have been tested on a regular basis.

We must submit ALL Emergency Response Plans.

Low Level Pipes in Engine Room – must be protected so they are not tripped over, bumped in to etc.

Exhaust Fans and Louvers in Engine Room – must be checked and repaired. It appears the louvers were not operating properly when the exhaust fans were turned on.

Annual Hazardous Material Permit – we don’t have one and never have had one. We need to get one ASAP.

Process Safety Management Program (FP300) - I need to speak with Gary H about this. I am not sure we have one in place.

We are considered a Category 4 facility.

OSHA will be doing interviews of management and regular staff in the coming weeks.

We will need all maintenance records both internally and from ARC from the last 6 months on the refrigeration system.

We need to get these together quickly. We will not be able to recharge the system until all this is complete and signed off on by the EPA. I will be calling ARC to get them in here on Monday for a meeting to see what we can do and to get an estimate on the work that needs to be done.

There were hundreds of pictures taken by all agencies. We will be getting copies of all of them.

Sorry for the delay getting this out. Lots of notes to go through. Learned more about OSHA, EPA, refrigeration etc in the last 24 hours than I ever would have expected.

Any questions feel free to give me a call.

Thanks

Art Antczak

Operations Manager



Stavis Seafoods, Inc.

212 Northern Ave.

Suite 305, "Fish Pier West"

Boston, MA 02210

aantczak@stavis.com

☎ 617-897-1205

☎ 617-532-1805

☎ 617-592-5135